

(ESTABLISHED 1881.

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Shipping—Steamers

AND

STEAM NAVIGATION COMPANY

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,993 Tons.
"HEUNGSHAN" 1,993 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Crossing Steamers, in charge to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wharf,
Lock Street Wharf and at 2 P.M. from the Company's Wharf.

CHANGE OF WHARF.
Commencing on and after the 1st January next, both Macao Steamers will use the WING
LOK WHARF.

CANTON-MACAO LINE.
S.S. "HOI SANG."
 Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
 Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 188 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 1 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 27th December.
S.S. "SUI-AN"
will depart from the COMPANY'S WHARF, LOCK STREET WHARF, HONG KONG

Departure from Macao at 5 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD

HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.
Millers Band during dinner on Saturday Night.

Hongkong, 1st June, 1907.

FOR

FOR
LUXURY AND COMFORT

LUXURY AND COMFORT,
FRESHNESS AND EXCELLENCE

FRESHNESS AND EXCELLENCE

CUISINE, *continued*

STAY AT—
THE GRAND CARLETON HOTEL

THE GRAND CARLTON HOTEL

Hongkong, 5th December, 1908. [79]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

New Management. Large and Comfortable Rooms, Excellent Cuisine, separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
I. GAMEAU, N. BLUMENTHAL,

Telephone: 170. Telegrams "Asak." (1934)

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG..... "BUELOW"..... WEDNESDAY, Noon, 30th December.

MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE..... "PRINZ WALDEMAR"..... THURSDAY, 5 P.M., 31st December.

SHANGHAI, TSINGTAU, NAGASAKI, KOBE and YOKOHAMA..... "PRINZ EITEL FRIEDRICH"..... About THURSDAY, 31st December.

KODAT and SANDAKAN..... "BORNHO"..... TUESDAY, Noon, 29th December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st December, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, SYDNEY, HENRI..... 4th Jan/09, P.M.
MARSEILLES, VIA PORTS..... ERNEST SIMONS..... Girard..... 5th Jan/09, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, POLYNESIAN..... Broc..... 18th Jan, P.M.
MARSEILLES, VIA PORTS..... TONKIN..... Charbonnel..... 19th Jan, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st December, 1908.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

| Steamer | From | Expected on or about | Will leave for | On or about |
|-----------|----------|----------------------|----------------|---------------|
| TJIPANAS | SHANGHAI | 2nd half Dec. | JAVA | 2nd half Dec. |
| TJIMAH | JAVA | 1st half Jan. | SHANGHAI | 1st half Jan. |
| TJILIWONG | JAPAN | 1st half Jan. | JAVA | 1st half Jan. |
| TJIKINI | JAVA | 2nd half Jan. | JAPAN | 2nd half Jan. |
| TJILATAP | JAVA | 1st half Feb. | SHANGHAI | 1st half Feb. |
| TJIBODAS | JAVA | — | JAPAN | — |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 14th December, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANY'S

SUNDAY 17th March, 1909.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 581.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Messers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE.

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ADVERTISING CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MAUREGGER & Co., Hongkong.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 14th April, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 22nd April, 1904.

CHINESE GRATITUDE.

TANG SHAO-YI IN AMERICA.

San Francisco, Nov. 22.

Conveying to the American government the gratitude of the Chinese people for remittance of a debt amounting to nearly \$14,000,000, Tang Shao Yi, a powerful figure in the affairs of the Chinese empire, arrived in San Francisco to-day on the steamer Mongolia.

Twice in the history of the oldest nation has there arisen occasion for appointment of such a commission as is domiciled to-night in the Fairmont hotel, and never has a foreign power been so strongly represented through diplomatic channels during the period of a crisis of world-wide import. In his honour the dragon flag flew to-day from the masts of a score of vessels in the bay, guns mounted on the harbour front boomed out a salute, and thousands of his countrymen, silk-robed or silk-hatted, thronged the dock where his escort landed.

Not until the Mongolia dropped anchor in the harbour did Tang Shao Yi and his staff learn that the Dowager-Empress of China was dead. In Honolulu the cable brought news of the Emperor's death but said nothing of the dangerous illness that threatened the end of the Dowager's remarkable career.

LEARN OF CHANGES.

It was only when Hsu Ping Chee, the Consul-general at San Francisco, boarded the steamer with a score of cablegrams from the Far East that the distinguished visitor was acquainted with the full extent of the changes that had occurred since his departure. Even the habitual Oriental reserve did not suffice to conceal his perturbation, and while dignitaries of the state and government awaited his attention, he scanned message after message, apparently unconscious of their presence. In accordance with the edict of mourning, his entire party will remain practically secluded during its stay of three days in this city, and the local Chinese colony's arrangements for costly banquets and other forms of entertainment have been cancelled. In all other respects, however, the mission of the special embassy will be fulfilled and Tang Shao Yi, with the fifty members of his retinue, will go directly to Washington, where he will remain until after the inauguration of President-elect William H. Taft.

Accompanying the ambassador is Prince Tsai Fu, a youth of 21, a member of the royal family, a cousin of the late emperor and himself the most blue-blooded representative of his race who has ever set foot on foreign soil.

ADDITIONAL RECOGNITION.

While he bears the title of first secretary to the embassy, his position is merely honorary, and his journey abroad, apart from its educational purposes, is intended as an additional recognition of the obligation conveyed in America's remittance of so large a portion of the indemnity awarded for damages sustained during the Boxer outbreak. Among the other secretaries and attachés who are not distinguished by graduated rank are Yang Kwai, for ten years past connected with the Chinese legation at Washington; Chung Mun Yew, who has been mentioned as the possible successor to a post high in the diplomatic service, and Hsu Shih Yang, the military attaché. As advance guard of an annual delegation of students who are to be educated in America at the expense of the Chinese Government, came seventeen young men, members, for the most part, of patrician families, who will be entered at the University of New York and the University of Washington.

Once during the day did the self-possession of Tang Shao Yi give way. This was several hours after his arrival, when he sat, clothed in a magnificent robe of blue, in one of the twenty-two apartments in the Fairmont. He had guardedly spoken of the situation in China and returned non-committal answers to a score of questions relating to the probable results of his visit in Washington.

MEANING OF VISIT.

Finally he was asked to define exactly the meaning of his unusual position and his princely retinue. In reply he said:

"Believe us, we have no purpose other than to show the depth of heartfelt gratitude that the government of China entertains towards the United States for this fresh demonstration of good will."

At another point, while discussing the developments likely to ensue on account of the regency and the attitude of the United States he remarked:

"If there are matters of such grave import to be decided, I shall doubtless participate in the deliberations. You must understand that during my stay in this country I outrank the Chinese minister, and some matters will probably be referred to me for consideration."

With these declarations, and the following formal statement, Tang Shao Yi completed the sum of his public utterances during the day:

"The news of our emperor's death reached us upon our arrival at Honolulu and overwhelmed us with sorrow. We hoped at first that the press dispatches might not be true. But a cable message from Peking soon confirmed our worst fears. The loss of our universally loved and respected sovereign is nothing short of a national calamity. The son of Prince Chun, brother to the late Emperor, has succeeded to the Throne, with Prince Chun himself as regent."

OBJECT OF MISSION.

"The object of my political mission is to convey to the government and people of the United States the grateful thanks of the government and people of China for remittance of a portion of the Boxer indemnity. The generous action on the part of the United States in this matter has evoked an appreciative response throughout my country."

While I am in the United States, I shall take the opportunity to visit different parts of

the country, especially to renew the acquaintance of old friends and places. I spent the days of my boyhood in New England, and have not visited this country again since my return to China in 1881. In the meanwhile the United States has grown immensely in wealth, prosperity and power. At the same time vast changes have taken place in China. I have no doubt that the pleasant memories of my former residence in this country, which I have dearly cherished all these years, will be greatly enriched by fresh additions as the result of my present visit. It is my intention to remain in Washington until next March.

THE FALL IN SILVER.

HAD EFFECT ON TRADE FEARED.

The quotation for silver has now fallen to 22d., writes the Tokyo Asahi. Such a pronounced decline in silver has not been witnessed in recent years. In 1906 the London quotation of silver bullion rose so high that it was feared the 50 sen Japanese silver piece might entirely disappear from circulation, and as a precaution against this possibility a reduction in the weight of the silver coin was decided upon and carried out. Since then, however, a reaction has set in and a very low figure has now been reached. The question that will suggest itself in the minds of many is the probable effect that the present decline of silver will have on the China trade. It is inevitable that the export of cotton yarn, matches, marine product, and other sundry goods from Japan should greatly suffer in consequence. Not only Japan's exports to China, but Japanese goods in markets elsewhere where they have to compete with Chinese products, will be placed in a very disadvantageous position. It is clear that the fall of silver will have a prejudicial effect on the export trade of all countries, while that of China herself will reap the advantage.

Silver began to decline in October last year, continues the Asahi, and although we have not had time yet to look into the trade returns of China since then, it is probable that her exports have been showing an increase on preceding years. The trade of all other countries has shown a decrease since the autumn of last year, when the business depression began to show itself, but presumably China is an exception to the general rule. At least China's export trade has probably not suffered any diminution if it has not actually increased. Probably the demand in America for Chinese silk, tea, matting, etc., has not decreased in consequence of the unfavourable economic situation in that country, for in respect to exchange China has been enjoying an exceptional advantage such as that enjoyed by Japan seventeen years ago. Japan, however, is not in a position to enjoy such an advantage at present, and it is evident, for example, that Japanese raw silk, tea, matting, and other goods which have to compete against similar classes of Chinese goods in the American market, will be put under great disadvantage. Herein may be sought one of the causes for the inactivity of Japan's export trade with America since last year. In these circumstances, concludes our Tokyo contemporary, the fall of silver means not only a blow to the China trade, but to Japan's export trade to all countries more or less.—Japan Chronicle.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 14th August, 1908.

GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders (from 30s) each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, etc., post free. D. JAMES & REYNOLDS, George Street, Middlesbrough, E.C. England. (188)

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELSS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals of Vienna, Rome, London, Vienna and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed. THERAPION No. 1 is a very short time, after four days, remove all discharges, effectively suppurating injections, the use of which does irreparable harm by laying the foundation of serious and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found exceedingly efficacious, after the prompt relief where other well tried remedies have been powerless. THERAPION No. 2 is a powerful purgative, purifying the blood, and thoroughly eliminates all poisonous matter from the body. THERAPION No. 3 is a powerful antiseptic, and all disinfecting consequences of discharges, wounds, sores, etc., are removed. It is a powerful purgative, purifying the blood, and thoroughly eliminates all poisonous matter from the body. THERAPION No. 4 is a powerful antiseptic, and all disinfecting consequences of discharges, wounds, sores, etc., are removed. It is a powerful purgative, purifying the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 5 is a powerful antiseptic, and all disinfecting consequences of discharges, wounds, sores, etc., are removed. It is a powerful purgative, purifying the blood, and thoroughly eliminates all poisonous matter from the body. THERAPION No. 6 is a powerful antiseptic, and all disinfecting consequences of discharges, wounds, sores, etc., are removed. It is a powerful purgative, purifying the blood, and thoroughly eliminates all poisonous matter from the body.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

FANCY TOILET
ARTICLES

VERY SUITABLE FOR PRESENTS

HANDSOME TOILET SETS, SILVER
MOUNTED, in Fancy Leather Cases,
HANDSOME PUFF BOXES, CUT
GLASS BOTTLES in Great Variety,
HAIR BRUSHES in Leather Cases,
PERFUME SPRAYS, MANICURE
SETS, SCISSORS in Cases.

RAZORS IN CASES,

BY THE BEST MAKERS:
PATENT RAZOR STROPS, SHAVING
MIRRORS, HAND MIRRORS,
&c., &c., &c.SMOKERS'
REQUISITESA Very Fine Selection in Great Variety—
MEERSCHAUM and BRIAR PIPES,
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SMOKERS' COMPANIONS,
MEERSCHAUM and AMBER CIGAR
and CIGARETTE HOLDERS, CIGAR
and CIGARETTE CASES in real CRO-
CODILE SKIN, SNAKE SKIN, &c.
TOBACCO POUCHES in BEAVER,
CROCODILE, SNAKE and DOE SKIN,
&c. TOBACCO BOXES and JARS,
ASH TRAYS.All these Goods are of the Highest Class and
Specially Selected.

SUITABLE FOR

XMAS and NEW YEAR
PRESENTS.

THERMOS FLASKS

A most useful XMAS PRESENT for
SPORTSMEN, YACHTSMEN and
TOURISTS.A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.

Hongkong, 19th December, 1908.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 22, 1908.

THE BRITISH AND CHINESE
CORPORATION.

Ten years have now elapsed since the British and Chinese Corporation began those operations which have contributed in a marked degree to the development of railway extensions throughout China and, at the present time, give abundant promise of even enhanced prospects in the future. Although the name of the British and Chinese Corporation figures so large in connection with every railway scheme projected in the Chinese Empire—and that of its principal representative, Mr. J. O. P. Bland, is continually in evidence—there are possibly many, who have but a glimmering idea of the origin of the Corporation and the purpose for which it was formed. At the tenth annual meeting since the incorporation of the society, held in London on the 26th of November last, Mr. William Keswick, M.P., seized the occasion to glance back over the main features of the history and rise of the Corporation and to recount the various steps in its progress as it gradually became a powerful factor in the opening up of railway communications in China. Few enterprises have attained such a commanding position in the affairs of a foreign country as is held by the British and Chinese Corporation in China, but that the confidence of the Chinese high administrators has been thoroughly justified and retained is manifest in the close relations which subsist at the present time. To begin with, the Corporation started well; it started under the auspices of one of the two princely houses in the Far East, Messrs. Jardine, Matheson & Co., and the premier banking institution of the Orient, the Hongkong and Shanghai Banking Corporation, so that success was practically assured from the outset, if the Chinese authorities would merely trust in the good faith of the promoters. When the Corporation was registered in London in 1898, the mercantile firm and the banking establishment had jointly entered into a number of preliminary contracts for loan issues in connection with railway construction in China, so that the Corporation started upon its life of activity with a full cargo of responsibility. At that time, said Mr. Keswick, addressing the Corporation's shareholders last month, "the Chinese had built a portion of the Peking-Tientsin-Shanghai

Line, called the Northern Railway of China, and in 1899 our first loan was issued on the security of the railway and the guarantee of the Imperial Government. The issue was received with great favour, being more than four times over-subscribed, and the result indicated that investors were ready and indeed eager to finance such railway enterprises, and but for the untoward events in Peking and the anti-foreign movement in many parts of China which so quickly followed the emission of the loan, the other railway loans provided for by the Corporation's agreements would have been marketed equally successfully, and with the same advantages to China and the Corporation. The effect, however, of the "Russian scare" and the "Boxer rising" seriously affected Chinese credit, and for a time impeded loan issues, the partial destruction of the Northern Railway and its necessary occupation by foreign Powers producing a natural collapse of confidence. Notwithstanding these difficulties, the service of the loan was punctually met, and the railway eventually restored to the Chinese and its condition made good. This railway has since been developed into a magnificent asset of the Chinese Government, and is a monument to the practical talent, earnest zeal and persistent energy and effort of Mr. Kiander, its founder and engineer-in-chief. We need not enter into questions connected with the retirement of Mr. Kiander in view of the trenchant comments which the *Times* representative at Peking addressed to his journal not so very long ago; all that need be said is that Mr. Kiander has left a record of brilliant success behind him, and, to quote Mr. Keswick, "there need be no misgivings as to the needful supervision and management of the line" in the future, the new appointment of engineer-in-chief having to be made by the Railway Administration in consultation with the British and Chinese Corporation. Following the flotation of the first loan there was a long period of inactivity and it was not until 1903 that the first instalment of the Shanghai-Nanking railway loan, amounting to £1,250,000, was issued. Unfortunately the political situation then was generally unsettled and when the terms of issue were not found to be so favourable as had been expected, a share in the participation of future profits had to be added as an inducement to subscribers. The reception of the loan was disappointing, but when the second instalment, £650,000, was issued, the conditions were satisfactory, and at par the subscription was readily taken without any right to participation in profits. The railway could have been completed in three years instead of five, thus saving two years' interest and gaining two years' revenue, but the Chinese Government failed to see the force of the suggestion. However, the railway is completed and is already more than earning expenses. In this connection, Mr. Keswick referred to the paralytic effect of *lekin* exactions on goods traffic and said that but for these harassing troubles there would undoubtedly have been a substantial surplus on the working of the railway to divide. He added: "*Leikin* is the ill-defined irregular local and district exactions on goods which are so troublesome throughout the country, but as the Chinese Government are responsible for the interest on the loan, and are entitled to four-fifths of any surplus earnings, there would seem to be every incentive to a settlement on a defined basis. Meantime, on behalf of the Corporation and all other holders of net profit sub-certificates, we are doing all we can to urge on a settlement. Coming to one of the undertakings which is regarded as of vital importance to the future prosperity of Hongkong, the construction of the Kowloon-Canton railway, Mr. Keswick spoke of the "interminable and almost exhausting delay and difficulties" which preceded the launching of the loan for £1,500,000, but the terms were finally arranged and the loan was issued at par last year. All that the chairman deemed necessary to say in this regard was that: "The engineer-in-chief has completed his final working survey and estimates, and is urging the Chinese to push on with construction. This line will connect with the railway which is being made by the Government of Hongkong on the one side and effect the through communication between the Colony and Canton, which is so much desired, and later, when from the latter city to Hankow there will be established a direct railway communication, through the whole length of China, with the capital." The Shanghai-Hangchow-Ningpo railway loan for £1,500,000 was issued in May last at 99. "The Chinese Imperial Government is responsible for the construction of this railway, but, according to our information, two provincial companies, who have been in the field for some time, are constructing a railway independently of the Government. The position of these companies is peculiar, they are working under an edict which ought not to have been issued, and conflicts with the edict under which our loan was authorised, and some arrangement will have to be come to between the Government and the companies." These loans aggregate the considerable sum of £8,200,000 and account for all the contracts which the Corporation had in hand when it was registered ten years ago with two exceptions,

namely a joint agreement between the Deutsche Asiatische Bank and the Corporation with the Chinese Government for the Tientsin-Pukow Railway Loan and an agreement between the Corporation and the Chinese Government for the Pukow to Shiyang Railway Loan. These contracts were transferred by the Corporation to Chinese Central Railways, Ltd., and they, in conjunction with the Deutsche Asiatische Bank, issued £3,000,000 on account of the Tientsin-Pukow Railway in March last. As regards the benefit to the shareholders of the Corporation from the various loans issued, Mr. Keswick stated that, including the distribution now recommended, the dividends average £10.75 per cent. per annum on the amount paid up on the shares from time to time, and there are profits held in reserve equal to about £4 per share. That in brief is the record of the British and Chinese Corporation during the ten years of its existence. It does not take into account the extraordinary patience and diplomacy which has had to be exercised by the chief representative of the Corporation in soothing Chinese suspicions and bridging over their susceptibilities. It omits all mention of the prolonged negotiations rendered necessary by the demands of those Chinese officials who maintained an attitude of antagonism to the operations of the Corporation simply because they failed to see where they directly profited, to use a cautious euphemism. Time and again the Far Eastern representative, Mr. J. O. P. Bland, must have touched the depths of despondency when after having met all the objections and satisfied all the quibbling views of the other parties to the loan he found negotiations suspended for some trivial cause—or for no reason whatever. Little wonder that the ubiquity of Mr. Bland is becoming a byword, and his unvarying urbanity second nature, for only these two characteristics combined with an enormous capacity for taking pains and supreme business ability could have achieved the results which have to be credited to him. Sufficient, however, has been said to indicate with what great strides the British and Chinese Corporation has made its way into the inner councils of the Chinese Government, and the day will come when the Government will admit the debt under which it was placed to the efforts of the Corporation. Of course, the Corporation is not a philanthropic institution and the promoters do not claim to be dispensers of charity; it is a business concern, conducted on business lines, but the effect of its operations remains and that effect will be seen to greater advantage as the network of railway ramification is completed and the general prosperity of China advanced. In his concluding remarks regarding the future of the Corporation Mr. Keswick said that at the present moment it was difficult to prognosticate. "Recent events in China impress the Board as being favourable to progress and efforts at good government, but it is too early to form any definite opinion of the policy under the new regime. Railway building without foreign aid in construction may prove an expensive experience to the Chinese, in which case it would seem probable that in due course the Corporation's services may again be called for. The immediate prospects are, however, not so favourable as we should like to see them, but our representative is on the alert, and no opportunity will be lost, and it should be borne in mind that the Corporation enjoys the great advantage of the Hongkong and Shanghai Bank's support and influence." That Mr. Bland is on the alert is proved by the fact that an agreement is on the point of being signed between the Corporation and the Chinese Government for the raising of a loan of £2,000,000 in connection with the Hunan-Hupsh section of the Canton-Hankow railway; while negotiations are proceeding with reference to the raising of a British loan to be devoted towards the construction of the railway through the provinces of Kwangtung and Kwangsi. In all these circumstances it is not surprising that the shareholders unanimously doubled the fees of the directors, from £200 to £400 per annum, and increased the chairman's fee to £500 per annum. Such generosity speaks for itself and marks the satisfaction of the shareholders with the work of the management. The British and Chinese Corporation is engaged in a great policy of advancement, and what is more to be noted by those having no direct interest in the Corporation, it is increasing its reputation and standing of Britishers in China and adding to the prestige of the British Government at Peking.

AN EDUCATIONAL RALLY.

At the annual distribution of prizes to the successful scholars attending St. Joseph's College yesterday, His Excellency the Governor laid emphasis on the importance of acquiring a knowledge of shorthand and typewriting and also spoke in laudatory terms of the special attention paid to education. "These are all exceedingly useful and valuable subjects of practical use in whatever sphere of life boys may enter on leaving school," said His Excellency. We have often attempted to discover the origin of this implicit faith which so many sensible people place in the value of shorthand

and typewriting. One might conclude from the terms in which these kindred subjects are so frequently referred to that the capacity to take dictation at the rate of so many words a minute and the ability to operate a type machine are the absolute "sesame" to commercial success and a *zine gao nam* in every pursuit in which a plain education is essential. As a matter of fact, there are a hundred and one disadvantages connected with the acquisition of these purely mechanical arts, and except in special cases it is difficult to see where the gain corresponds to the drudgery involved. In the first place the faculty of taking notes in shorthand dwarfs and destroys the memory, invariably affects the spelling, and usually condemns the boy without influence or the qualities associated with "dogged ambition" to a life of mechanical servitude. Above all, it corrodes and weakens one of the greatest gifts of humanity, that of imagination. The boy who leaves school equipped with the necessary ability to take a chair in a lawyer's office and pound away day in and day out at a mechanical device is no better than a mere cog in the working of an office. Doomed to routine, his imagination is stifled and lost, largely because it is not required, and, indeed, it is not wanted at any price. And unless that boy who has joined the great army of clerks, become respectable and high-toned, is bodily driven from his desk he is on the fair way to becoming a stagnant nonentity. All this because he has been drilled and drum-majored into belief in the absurd superstition that shorthand and typewriting form the coping-stone of commercial education. We have no grudge against these two subjects, but we do most strenuously object to their glorification, as if they were the "world without end" objects of all knowledge. Half the pupils who start to learn shorthand have about as much real knowledge of English as the blind leg of a dogkey. They may have a vague idea that there is such a thing as a derivation, and given time they may concoct an epitaph which will pass muster in a crowd, but as far as the precise and ready use of plain, vivid Anglo-Saxon is concerned they take a back seat. Yet instead of having the principles of English instilled into them in the innumerable ways which the born teacher understands, they are induced to apply themselves to the study of the dearest subject in the whole gamut of scholastic studies and devote to shorthand hours and days which would be far more profitably spent in learning even grammar. As for elocution, the less said the better. Possibly some of Hongkong's notables distinguished themselves in their youth as exponents of melodramatic verse *à la G. R. Sims*, but it is perfectly certain the ability to speak and rant and indulge in the heartrending tremolo of the realistic reciter did not advance them a single iota. If we might be permitted to say it without offence, there is not a single speaker—in the elocutionary sense—at the Legislative Council and surely nobody in Hongkong dreams of anything higher than that. It is to be hoped that the teachers at St. Joseph's College will not become possessed of an exaggerated idea of the importance of shorthand, typewriting and elocution. The report of the Inspector of Schools shows that in arithmetic the pupils have done admirably, especially in class III of the Chinese division, where 99 per cent. was awarded on the papers set. The award for book-keeping was "very good," while in algebra the awards to the various classes are curiously diverse. As might be expected, English composition was only good to fair, ideas poor, parsing faulty and slovenly in some cases and spelling of grammatical terms very poor. Dictation, of course, was quite satisfactory. From these results, it is evident that the students should be kept at the ground work of every education and not switched off to such accomplishments as shorthand and typewriting, which, if they are desired at all, can easily be acquired in later life.

GOVERNMENT HOUSE.

There will be an official dinner at Government House to-night to which the following guests have been invited:—Korvettenkapitän Ackermann, Capt. Baird, D.S.O., and Mrs. Baird, Staff Surgeon and Mrs. Bais, Colonel Bedford, C.M.G., F.M.O., and Mrs. Bedford, Freizeutenkapitän Boedicker, Mr. and Mrs. Boellhorst, Commander Buchanan, Capt. Briery, D.S.O., R.A., Capt. Baron, R. de Cervin, Mr. and Mrs. Montagu Ede, D., and Mrs. Evans-Jones, Capt. and Mrs. Findlay, Rev. and Mrs. France, Dr. and Mrs. Grose, Mr. and Mrs. J. Hastings, Mr. King, Hongkong Police, Mr. and Mrs. Mackay, Miss Muller, Mr. and Mrs. Scott, Capt. and Mrs. Worthington, and Captain Warnbach.

The following received invitations but were unavoidably prevented from attending:—Mr. and Mrs. Crofton, Fleet Surgeon and Mrs. Beadell, Capt. Ulms, R.A. Comdr d'Estienne, Brother Christian, Dr. and Mrs. Bellios and Mrs. Fox. His Excellency this morning received Captain Baron W. Hohenberg of the Austro-Hungarian cruiser *Lothar* and Captain Marquis L. Corsini, Visconti of the Italian cruiser *Puglio*. To-morrow at 11 a.m. His Excellency will receive Captain Liang Lu-hsin, the Chinese Consul-General of Australia, and also Mr. Harris, Commissioner of I. M. Customs.

Hongkong Volunteer's
Plight.

LOST ON MOUNT PARKER.

WANDERS ALL NIGHT IN MIST AND RAIN.

When the Hongkong Volunteer Corps left the city on Saturday afternoon to engage in a sham fight in the Lyemum district and trudged their weary way through mist and drizzle over the sloppy mountain paths they had but one concern and that was to pass the day pleasantly. But as events proved, the adventure which befell one of the volunteers who was left behind in an unknown country was on the verge of becoming tragic. Some 70 or 80 members of the corps, attired in full marching order proceeded at one o'clock on Saturday afternoon to Shau-ki-wan, where they were joined by a detachment of the Tai-koo volunteers. What the bold infantrymen intended to do or what the operations were intended to illustrate we have not the faintest notion. But with their rifles on their shoulders and their canteens at their sides they marched up the side of Mount Parker, and so far as we know marched down again—like a celebrated warrior of another century—all but one man. The mountain was enveloped in a thick, clinging, Newfoundland mist so that the troops could scarcely see an arm's length ahead. After deploying here and debouching there and doing all manner of curious things along the way of scouting, locating the enemy, repulsing the invaders, emptying their canteens, consuming their rations, falling down greasy slopes, fiercely charging at phantom figures, digging into the earth as if they were hunting for treasure, coating themselves with mud as if they owned the earth, and generally comporting themselves in that slap-dash devil-may-care, die-for-your-country style which we all appreciate, the volunteers were called back. They fell in or fell out just as the spirit moved them, for it seems that by this time the fog was so dense that most of the volunteers had to look after themselves. Apparently there was no roll-call. The Tai-koo men took their own road and the Victoria troops tramped to the car terminus and nobody thought of asking whether anyone was missing. They returned to Hongkong and departed each unto his own way. But left behind in the darkness and the rain was a young volunteer, who only realised his unfortunate plight when help was gone. He was soaked to the skin, night had fallen, and he was alone on a treacherous mountain pathway five miles from anywhere. The road round Mount Parker is one of the most desolate in the Colony. Nobody seems to use it unless it be Government officials. At many points the path lies alongside the face of the mountain with a sheer drop of fifty feet on the outer edge. In places there are morasses and swamps. The unfortunate volunteer had no idea of his whereabouts. Exactly what happened to him nobody knows, or at least nobody is willing to tell. This much is certain, he clambered about that mountain in despair throughout the livelong night. He must at one time have become semi-conscious in his baggard distress, for he lost his rifle, and knows absolutely nothing about where or how he dropped it. A soldier or a civilian does not abandon his rifle to its fate simply because he is in difficulties. Rather he clings to it for protection. At any rate this volunteer wandered about the mountain all night and his feelings can be imagined. How he escaped falling over the mountain path is miraculous. It was not until Sunday forenoon that the alarm was raised. A band of volunteers was hastily summoned to proceed to the rescue. They went to Shau-ki-wan and proceeded foot-foot and to climb Mount Parker. Half-way across they saw a limping, bedraggled, broken-down image of misery dragging himself along the path. It proved to be the missing volunteer. Only a vague indefinite report as to how he spent the night has transpired. The recruit did not, we are told, seem to know much about it himself. He had lost his rifle, but where, he hadn't the slightest idea. Somehow or other he had found himself early in the morning with a Chinaman at the Tyam waterworks. That was all he knew about it; he was tired, forlorn and miserable. His enthusiasm had waned and vanished and it was only a spectre that his comrades escorted home. However, all's well that ends well; the volunteer is safe and sound, and all the authorities are now concerned about the rifle. Probably there will be a roll-call when the next sham fight is ended.

BOX FACTORY ABLAZE.

FIRE BRIGADE SAVE ADJOINING BUILDINGS.

Fire was discovered on the second floor of a two-storey brick building at 15, Sai Wo Lane, West Point, shortly before eight o'clock last night. But for the first floor, which was occupied by a family, the ground and second floors were owned by a tea box manufacturer, which contained a great deal of paint, varnish and glue, which caused the fire to spread rapidly. When the fire brigade arrived, in charge of Police Sergeant Brennan, with Inspector Robertson, of No. 7 Police Station in charge, dense smoke was issuing from the windows; but little or no flame was to be seen. The fire-fighters made every effort to keep the flames away from the adjoining buildings, the occupants of which were by this time in a great state of alarm. In this they were successful, and it was before ten o'clock that the fire was extinguished. Our representative was given to understand the origin of the fire was caused by the upsetting of a kerosene lamp, while under trimming by a girl. The damage done to the first and second floors was estimated at \$1,000. The ground floor was simply damaged by water. The premises were insured in the Queen's Insurance Office for \$1,400.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

SHANGHAI ARSON CASE.

EUROPEAN FOUND GUILTY.

[From Our Own Correspondent.]

Shanghai, 22nd December,
8.30 p.m.

Paul Floor was sentenced to two years' imprisonment with hard labour for arson.

At noon yesterday, while on the way to gaol, prisoner escaped, and was recaptured at midnight.

Paul Floor was charged with feloniously, unlawfully and maliciously setting fire to dwelling-house No. 131, Range Road, with intent thereby to defraud on October 15, 1908.

On arraignment prisoner pleaded "not guilty."

Mr. H. P. Wilkinson (Crown Advocate) and Mr. S. H. McKean appeared for the prosecution. Mr. F. Ellis and Mr. H. S. Oppé appeared for the defence.

The case was tried before F. S. A. Bonnes, Esq., Acting Judge, and Messrs. D. W. Crawford, W. S. Ridge, V. Jones, J. H. Osborne, and E. S. Little, Jurors.

[Route.]

Aeroplanes.

LONDON, 20th December.

The Wright-Lemans aeroplane has covered 62 miles in 114 minutes.

The United States Secretary of State.

Mr. Taft has appointed Senator Knox, Secretary of State.

Portugal.

The Portuguese Cabinet has resigned and a coalition ministry is in course of formation.

The Delimitation of Macao Waters. It is declared in Lisbon that there are no differences between China and Portugal in the negotiations for the delimitation of the waters of Macao, which are proceeding normally.

American-British University for China.

Lord Cecil, with Lady Cecil, will shortly leave for a two month visit to China, in connection with a joint American-British scheme to found a Chinese University on Christian lines.

Later.

The Franco-German Press.

The Franco-German press has renewed its polemics against the suggestion of the German papers that Germany should demand a delimitation of the Algiers-Morocco frontier.

The French press says that the matter solely concerns France and Morocco.

The Near East.

The Montenegrin merchants are starting a boycott against Austrian goods.

THE FIRE-FIGHT IN SHANGHAI.

HONGKONG'S ESCAPES FROM DISASTERS
EXPLAINED.

Recently an editorial appeared in the *Telegraph* bearing the above caption in which the comparative immunity enjoyed by this Colony from serious fires was contrasted with the frequency of serious outbreaks in Shanghai. After quoting the leader in question, the *Shanghai Times* adds the following comment:—

"We have no desire to take the writer to task as to the soundness of his deductions, but it is as well to point out that the conditions which prevail in Hongkong are hardly analogous to those obtaining here. With the approach of winter in the Settlement fires naturally become more frequent, as the climatic conditions necessitate the use of household fires to a far greater extent than in Hongkong. Many of the fires which unfortunately result in the destruction of property are the result of carelessness, as investigations have proved. Of course, there are suspicious fires occasionally but not heavily to the extent inferred by the tone of the comment in the *Telegraph*. Our local Police does its duty efficiently and the frequency of fires in the Settlement cannot be laid to their discredit, nor can it be suggested that the Fire Brigade is in the slightest degree lax in its methods. For efficiency the Shanghai Fire Brigade need yield to none; as a Volunteer organisation we have yet to learn of its peer. We should certainly welcome any suggestions which our Hongkong contemporaries could favour us with, if they would tend to lessen the number of fires; but having regard to the conditions which exist in Hongkong and Shanghai we must question the inferences contained in the comment we publish above."

His Imperial Highness the Prince Regent, who so far has had no official seal issued orders the other day to the Ministry of Rites to have one made for him without delay. The seal is to be a gold one two inches square with the following six characters in Ancient Chinese writing engraved on it, namely "Chia-iao Shih-chang Wang-chang" or Seal of the Prince Regent. When one considers that all official seals under the present dynasty invariably contain Manchu characters in addition to the usual Chinese, the report that the Prince Regent's new Seal only contains Chinese characters seems to be significant of his Highness's future policy.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.
CANTON-HANKOW RAILWAY.
THE SOUTHERN SECTION.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

In arranging with Mr. J. O. P. Bland, of the British and Chinese Corporation, for a loan of two millions sterling for the construction of the Hunan-Hupeh section of the Canton-Hankow Railway, it was the intention of H.E. Chang Chih-tung to borrow, at the same time, a sum of £5,000,000 for the Southern section of the trunk line.

As, however, some apprehension existed lest the Cantonese might offer opposition to the loan, it was deemed expedient to telegraph to H.E. Chang Jen-chun, in the first instance, to ascertain the existing state of affairs in Canton.

CANTON-MACAO RAILWAY.

CONCESSION CANCELLED.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

The Waiwupu has notified the Portuguese Minister in Peking that the concession for the Canton-Macao Railway has been cancelled.

CHINA AND MACAO.

PROPOSED ESTABLISHMENT OF A CHINESE CONSULATE.

[By courtesy of the "Sheung Po".]

Peking, 21st December.

The Waiwupu has addressed a communication to the Portuguese Minister in Peking, stating that it is proposed to establish a Chinese Consulate at Macao to protect the interests of Chinese residents in that Colony.

LOSS OF MANILA STEAMER.

MANY IMPORTERS SUFFER.

The British steamer *Kulomo*, en route from New York to Manila with an extra large cargo of merchandise for local importers and various branches of the insular government, was burned and scuttled at sea, off Singapore and both vessel and cargo are reported a total loss, says the *Cable News-American* of 19th inst.

On board the *Kulomo* and lost with the vessel, were 86,000 pesos worth of goods for the bureau of supplies and 2,000 new books for the American circulating library of this city. Vast quantities of Christmas goods were among the cargo and while the latter is probably fully insured, the many good things from the home country destined to bring Yuletide cheer to the hearts of the exiles will be missed sadly and the loss will be felt by merchants and the Manila public alike.

Messrs. Elzinger and Gallinger, of this city, are among the heaviest sufferers from the disaster, their loss including fourteen motor cycles and a large consignment of shoes for the enlisted force of the Philippines constabulary, manufactured under contract with that firm in the United States.

The opening of the Palomar Park, Manila's Coney Island, will be retarded indefinitely by the sinking of the *Kulomo*, the fixtures and materials for which, imported by M.A. Clarke and coming over on the vessel, having been lost. The wonderful scenic railway which was to delight our wards old and young, at the great Tondo playground, has found a resting place at the bottom of the sea, a playing for the pranks of the fiend, denizens of the deep.

The first intelligence of the disaster was received in Manila yesterday morning by the executive secretary in a cable from the bureau of insular affairs at Washington, the American consul-general at Singapore having communicated the tidings to the latter by wire. Messrs. Warner, Barcos and Company, the local agents for the vessel, at first sceptical about the report owing to the absence of news from Singapore cabled to that place at noon, requesting information and at four o'clock in the afternoon received a reply confirming the loss of the vessel. No details are given.

The *Kulomo* left New York on November 18 and coming by way of Singapore, was due to arrive here on December 12. The vessel was a modern freight carrier built only last year, of 5,010 tons displacement, at Port Glasgow by R. Duncan and Company, Ltd. The *Kulomo* was owned by the Bucknall S.S. Lines, Ltd. and for some time past had been under charter to the American-Manchurian Steamship Company, plying between the Atlantic seaboard and Oriental ports.

Another Opium Monopoly.

ATTEMPTED FORMATION AT KIANGSU.

CANTON'S EXAMPLE EMULATED.

The frustration of the Government opium monopoly at Nanking, the defeat of a tentative creation at Canton, and the more recent removal of the restrictive regulations directed against the raw opium trade in Swatow and the outlying prefectures of Waichow and others, have not deterred the Provincial Government of China from raising barriers in the way of the opium trade as conducted by British traders in pursuance of and in strict accordance with the stipulations formally provided by Treaty between the Governments of Great Britain and China.

Private telegraphic advices have just recently been received in the Colony by a leading firm of opium merchants from their Shanghai office reporting that the Provincial authorities in Kiangsu had promulgated regulations within the Province, similar to those in Kwangtung in September last, whereby all dealers in raw opium must be registered and licensed. Under the new regulations the number of opium shops permissible in each provincial city will be limited to ten only. All dealers will be required to supply a long list of detailed particulars relating to their business which is tantamount to a complete disclosure of their whole trade to their competitors. Dealers in Kiangsu see in the new law the same difficulties and extraneous apprehensions similar to those felt by the opium *hongs* in Canton when the restrictive regulations were issued in September last. Even more onerous than the Southern legislation, the provincial Government in Kiangsu limits the minimum quantity that can be sold at any one time by a dealer to one whole "ball" of opium. Those who have been in the trade for any length of time discover in the regulations the thin end of the wedge for the creation of a monopoly by which the officials stand to gain. Representations have accordingly been made to importing firms in Shanghai by whom, we are informed on the most reliable authority, the matter has been taken up and suitable communications addressed to the British Consul-General in Shanghai with a view of the good offices of Sir John Ford in Peking being invoked to combat this fresh attempt at creating a Provincial monopoly to the detriment of established firms of merchants.

Since the interest in the opium trade is so closely bound up and the links in the chain of commercial connection so tightly forged for the entire length from Calcutta to North China, we understand that British firms in Hongkong dealing in opium are watching the result of diplomatic negotiations with close interest.

MR. WOODCOCK'S APPOINTMENT.

LETTER FROM GOVERNMENT.

The following letter from Government was laid on the table at the meeting of the Sanitary Board this afternoon:

Colonial Secretary's Office,

11th December, 1908.

Sir, I am directed to state for the information of the Board that, owing to the exigencies of the public service, it has been necessary for His Excellency the Governor to appoint Mr. Woodcock to act as Deputy Registrar, and Accountant of the Supreme Court during the absence on leave of Mr. Lee Jones, and that it will therefore be necessary for the present to continue the existing arrangement under which the duties of Secretary of the Sanitary Board are divided between Mr. Gibson and Mr. Craig. I regret that by an oversight this information was not conveyed to you prior to the last meeting of the Board.—I am, etc.,

F. H. MAY,

Colonial Secretary.

The Secretary, Sanitary Board.

THE NEW ASTOR HOUSE.

ERECTION OF WATER CLOSETS.

An application from Mr. G. J. B. Sayer for permission to erect two water-closets on the 3rd and 4th floors of No. 13, Astor House, was considered by members of the Sanitary Board this afternoon.

The Medical Officer of Health intimated:—The additional water closets proposed are for the convenience of the Hotel guests. It does not mean that some excretal matter will be discharged into the sewers. The rooms it is proposed to erect the four, new water closets in open directly into the external air. I think the Board might reasonably allow the water closets, but would advise that for the sake of cleanliness, the partition shown in the plan should not be of wood but of brick and expanded metal rendered smooth with cement and tiles, and also that the type of water closet basin to be put in should be first approved by the Board. Water closets have recently been put into buildings in the Colony of very poor design.

The Hon. Mr. E. A. Hewitt—Hecet, subject to the usual conditions as to water supply.

The Director of Public Works.—The gradient of the pipe connecting with the vertical soil pipe might be improved.

This Phoenix Assurance Co., Ltd., by their local agents Messrs. Dodwell & Co., Ltd., have issued a neat little pocket note book and pencil in case to advertise the company.

For the convenience of Roman Catholics there will be services on Christmas Day at 7.45 a.m., 8.15 a.m., 8.35 a.m., and 9 a.m. Solemn Mass at 10 a.m. at St. Joseph's Church. On New Year's Day, Divine Service for Roman Catholics will take place at St. Joseph's Church at 7.45 a.m., and 9 a.m.

Yau-ma-ti Murder Mystery.

SUFFOCATED IN BED.

MIDNIGHT TRAGEDY IN A MARINE DEALER'S SHOP.

Yesterday exclusive news reached us of a murder which was committed at Yau-ma-ti early in the morning, but owing to the lack of definite information we refrained from giving the matter the necessary publicity. To-day, however, what particulars we required were kindly placed at our disposal by the police.

Shortly after seven o'clock yesterday morning the body of an old man was found in a small back room on the ground floor of 40, Reclamation Street, Yau-ma-ti. The man had been dead for many hours, for his body was cold with rigor mortis, and it was clear at first sight that he had been murdered in a terrible manner.

Slow suffocation was the cause of his death. His face was livid; his mouth was gagged with old paper; his tongue swollen; at the neck just behind the right ear, as we are given to understand, was a deep indentation, indicating severe pressure of a person's thumb, while his hands and legs were bound fast.

It was impossible, owing to the scanty furnishing of the room, which also contained heavy pieces of old iron, to discover whether there was any struggle or not; but there is no doubt, taking into reckoning the manner in which the man met his end, that there had been a fight, which had proved fruitless as far as he was concerned.

The body was identified later in the day as that of Lam Chang, aged fifty, and until recently he was a marine hawk for Reclamation Street and a bill collector for other dealers in the same line of business in Hongkong.

No. 40, Reclamation Street is a three-storied brick building behind the pumping station, and within close distance of the police station. The first and second floors are occupied by families, while the ground floor was let to Lam Chang, who was known in the district as a well-to-do man—mainly through what he collected for other dealers.

According to the facts which we have gathered, Lam Chang, who was a hale and hearty old person, employed two *sohis* in the shop, but he alone slept in the premises after closing time. It was about seven o'clock on Sunday morning that he was last seen, and at that time he was behind the counter transacting what business came along.

From an inspection made of the building by the police no marks could be found on any of the doors of the house as to lead them to suspect that the murderers had forced an entrance, and it is presumed that the main door was unlocked when the visit was paid. The suggestion put forward was that the robbers for robbery was the motive of the crime—attacked the old man in bed, and after binding and gagging him, looted the premises.

The tragedy, which was discovered by a shopkeeper, was immediately reported to the police, and Inspector McHardy, in company with Detective Inspector Watt (No. 22) visited the house, where they found the marine dealer's dead body lying on the tiled floor. After having his remains sent to the mortuary, they hunted for a clue, but without any result, so far as we know. The officers searched high and low; they interrogated the *sohis* and neighbors, but nobody knew or heard of any noise to indicate that a crime of such a character was being enacted under their very beds. The marine dealer's trunks were found open, but his clothing seemed untouched, and it is not known whether he had any money in those trunks at the time his life was taken for the robbers to carry away.

The police confess that there is not a single clue for them to work on. Nobody had seen the robbers come; nobody had seen the murderers go; and so far as matters stand at the present moment the police are helpless, and the Reclamation Street murder is another to be added to the list of mysterious tragedies committed in Hongkong.

Spitting Nuisance.

CHINESE TO PETITION SECRETARY OF STATE.

MEETING OF THE COMMERCIAL UNION.

As stated in our last evening's issue, a meeting of the Chinese Commercial Union was held this afternoon under the presidency of Mr. Chang Kang-yu, to discuss the recent amendment of the Magistrates Ordinance making spitting in public places a misdemeanour, punishable by fine. There were also present at the meeting Messrs. Chan Siu-ki, Poon Yan-chuen, Li Po-kwei, Chan Siu-pak, Siu Fai-yuen, Lee Chuk-yue, Ho Siu-chow, S. W. Tio, Ku Fai-shan, Chi Yuen, Cheong Sam-wu, Wong Yiu-tong, Li Yau-chuen, Chan Cheuk-hing, and Leung Ping-nam.

After discussion, it was proposed by Mr. Poon Yan-chuen and seconded by Mr. Li Po-kwei, that a petition be formulated and transmitted to the Secretary of State for the Colonies against the recent legislation making the nuisance a punishable offence.

The resolution was unanimously carried. A committee, consisting of the following gentlemen, viz., Messrs. Chang Kang-yu, Chan Siu-ki, Poon Yan-chuen and Chan Siu-pak, was appointed to obtain legal assistance for the drawing up of the petition.

This Ministry of War has obtained the approval of the Prince Regent to select a large number of the pupils of the Nobles' School in Peking to send to Great Britain, the United States, Germany and Japan for the purpose of studying at the Naval Academies of those countries, and afterwards entering their navies as sub-lieutenants for two or three years.

THE BANISHMENT ORDERS.

A CHINESE MERCHANT'S RETURN.

One of the Chinese merchants, Chiu Shu-pok, against whom a banishment order had been issued but not being willing to accept of the Colony, has returned. Mr. Chiu is manager of the Kwong Wo Hong, Buchanan Street West, and deals in general merchandise.

CANTON DAY BY DAY.

PROVINCIAL JUDGE.

[From Our Own Correspondent.]

Canton, 19th December.

The newly-appointed Canton Provincial Judge Wei King Tung took over the seal of office from Cheung Shik Fun to-day.

LIKIN COLLECTION.

The total collection of Likin dues in Canton for the second ten days of the 11th moon as reported by the Likin officials amounted to \$5,959,600 taels.

ROBBERIES WANTED.

Recently, rewards have been offered by the Military Camp at Ko Tung for the apprehension of some fifty robbers in that locality; the rewards offered vary from one hundred dollars to several hundred dollars for each of them.

THE NEW BUND.

On Wednesday last, a portion of the new bund (about 120 ft.) opposite the Dutch Folly Island, collapsed; no other damage has been sustained.

CANTON MINT.

Expectant Prefect Ching Sin Chui has been appointed to be manager of the Canton Mint in succession to Mr. Tsai Hong, as the latter has gone into mourning on account of the death of his parent.

PRISONER ESCAPES.

A prisoner named Wong Ah Kwei, who has been spending eight months in the Nanhai jail since the 4th moon last, when he was sentenced to imprisonment for one year, felt tired of remaining there any longer. Early yesterday morning, he effected his escape by climbing over the wall of the cell, while the jail wardens were still in their beds.

ARMS-RUNNING.

The officials of Kuangchow have wired to Canton requesting the authorities to at once detail a government gunboat to that port to cruise in the locality in order to prevent the smuggling of arms and ammunition by the outlaws, who are in the habit of importing contraband articles into the interior by way of Kuangchow.

21st December.

BLACKMAILERS' BUSY.

It has been frequently reported that robbers have recently been sending blackmailing letters demanding money from influential people and native as well as foreign firms in the vicinity of Canton. It is not long ago that the International Banking Corporation in Shanghai received a blackmailing letter from the robber chief Luk Lao Ching who demanded the payment of \$10,000. The Corporation has now again received a similar letter bearing the signatures of several notorious robbers asking for a loan of one million dollars. The original letter has been forwarded through their Consul to the Viceroy for his information. The nature of these blackmailing letters might have probably aroused the suspicion of the recipients, but according to the opinion expressed by one of the native papers here the other day, it would appear that no fear need be entertained, though the letter contained various descriptions of threats. The paper stated that the robbers would not be so daring and foolish as to ask for a million dollars which it is beyond doubt would never be forthcoming, so it is generally surmised that the letter received by the Banking Corporation might not have really come from robbers, but from some people who had been robbed. The victims of the robbers' nefarious plans are no doubt anxious to have their enemies arrested and punished; but they are unable to get the local officials to do so, failing which they have hit upon the plan of sending false blackmailing letters to foreign firms in the name of those robbers whose arrests they are longing for. When the letters reach the foreign firms, they will be forwarded through their Consuls to the Viceroy, and the latter, upon receipt of the Consular communication, will no doubt give immediate orders to his subordinates to hunt down the robbers.

ACTING PROVINCIAL JUDGE.

The Acting Canton Provincial Judge Cheung Shik Fun, after handing over the seal of office to Wei King Tung on the 19th inst., left here on the following day for Shui Hing to resume his duties as Taotai of the prefectures of Shui Hing and Lo Tung.

CANTON-HANKOW RAILWAY.

The total collection of the second call of railway shares by the different institutions for the Canton-Hankow Railway Company during the 10th moon amounted to 7,100,192.08 taels, of which 189,331.61 taels was collected by the Oi Yuk Charitable Institution; 216,005 taels by Wal-Hang, 208,831.01 taels by Kwong Chee; 170,050.17 taels by Kwong Yee; 116,970.05 taels by Sheng Ching; 39,727.47 taels by Miao Shiu, 23,401 taels by Shui Shiu; 10,653.03 taels by the Chamber of Commerce; 8,655.20 taels from Hongkong; 26,000 taels from Fatsan and 11,570 taels from Macao. Up to the present time the whole amount collected since the opening of the lists for the second call of shares on the 1st day of the 7th moon is said to have reached the round sum of nearly \$5,000,000, a little over half of the sum required.

H.E. MAJOR-GENERAL BROADWOOD.

This morning, Major-General Broadwood arrived here by the steamer *Fatherland* and at 11 a.m. to-day H.E. Viceroy Chang Jan Chuk received the distinguished visitor.

The Waiwupu has obtained the Imperial Seal for affixing to the letters addressed to the sovereigns and Presidents of the various Treaty Powers in the name of H. J. M. Hsien Tung, formally informing them of his accession to the Dragon Throne as the successor of the late Emperor Kuang Hui.

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Today's Advertisements.

EXPERIENCED MAID (English) wishes to give her services to lady in return for passage to England or would undertake care of children. Good reference.

Address—
E. M.
C/o Miss Clauser,
2 Bluff, Yokohama.
Hongkong, 22nd December, 1908. [1098]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHRISTMAS HOLIDAYS.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, the 25th and 26th December, respectively.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 22nd December, 1908. [1099]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on THURSDAY, the 24th December, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF ENGLISH JEWELRY AND BEST SHEP-FIELD SILVER PLATE,

Comprising—
WATCHES, CHAINS, BRACELETS, PINS, BROOCHES, DIAMOND RINGS; AND

A quantity of LOOSE DIAMONDS; AND

RARE OLD TESTORE VIOLIN, REMINGTON TYPEWRITER, THEODO-LITE in Case "Sextant."

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd December, 1908. [1100]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1908. [1101]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAIMUN."

Captain Evans, will be despatched for the above Ports TO-MORROW, the 23rd instant, at 12 o'clock Noon.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 22nd December, 1908. [1102]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"TONKIN."

Captain Charbonnel, will be despatched for the above Ports TO-MORROW, the 23rd instant, at 6 A.M.

For Freight or Passage, apply to
F. NALIN,
Acting Agent.
Hongkong, 22nd December, 1908. [1103]

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Charente* and *Metan*, and from Bordeaux ex s.s. *Combrat* and *Ville d'Arras*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 29th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th December, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th December, at 3 P.M.

No Fire Insurance has been effected.

F. NALIN,
Acting Agent.
Hongkong, 22nd December, 1908. [1104]

Intimations.

CHRISTMAS HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY and SATURDAY, 25th and 26th inst.

Hongkong, 21st December, 1908. [1096]

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park. The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from
THE ORGANISING SECRETARY,
84, Piccadilly, W.
London, 19th August, 1908. [1095]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 10,000 cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd Decr. 1908. [1106]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods retained on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 10th March, 1908. [1107]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

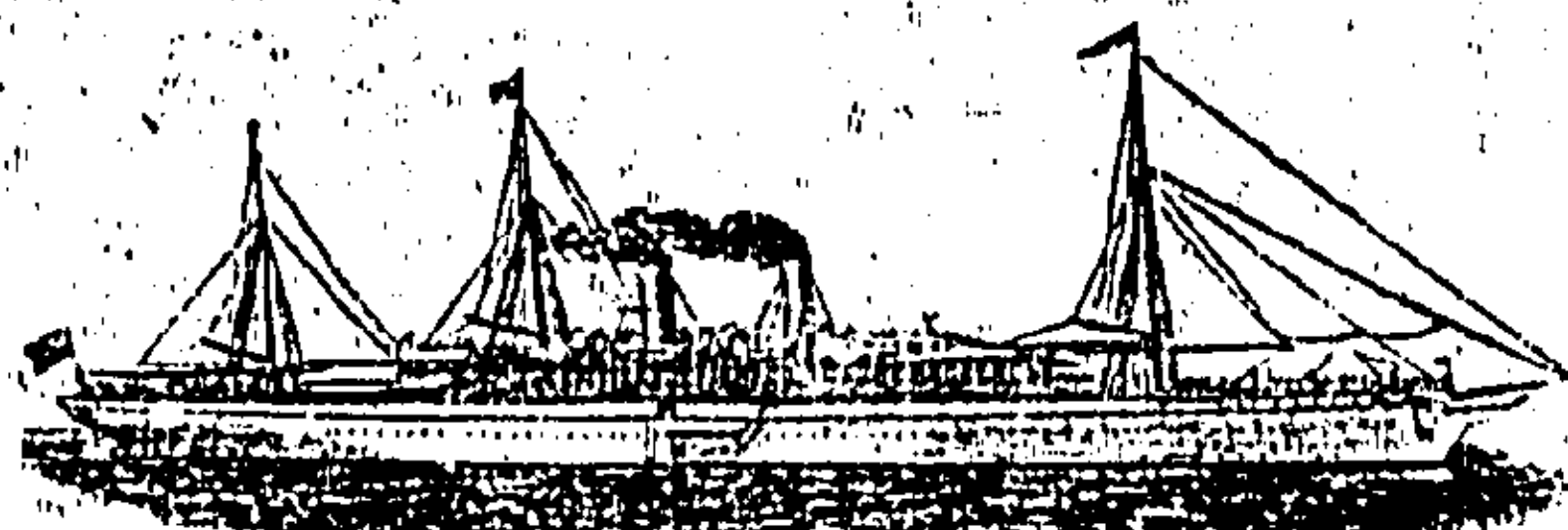
WEEK DAYS.

7.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

15 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).

| R.M.S. | Tons | LEAVE HONGKONG | ARRIVE VANCOUVER |
|--------------------|-------|----------------------|------------------|
| "EMPEROR OF JAPAN" | 6,000 | SATURDAY, Jan. 16th | Feb. 5th, 1909. |
| "EMPEROR OF CHINA" | 6,000 | SATURDAY, Feb. 13th | March 5th |
| "MONTEAGLE" | 6,163 | TUESDAY, Mar. 2nd | Mar. 26th |
| "EMPEROR OF INDIA" | 6,000 | SATURDAY, Mar. 13th | April 2nd |
| "EMPEROR OF JAPAN" | 6,000 | SATURDAY, April 10th | April 30th |
| "EMPEROR OF CHINA" | 6,000 | SATURDAY, May 1st | May 21st |

"EMPEROR" steamships will leave Hongkong at 7 A.M.

S.S. "MONTEAGLE" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

| For | Steamship | On |
|---|------------|-----------------------------|
| SHANGHAI | TUNGSHING | WED. DAY, 23rd Dec., Noon. |
| SHANGHAI | KOONSHING | THURSDAY, 24th Dec., Noon. |
| MANILA | YUENSANG | THURSDAY, 24th Dec., 4 P.M. |
| SHANGHAI, TSINGTAI, WEI-HAIWEI, CHEFOO & CHING-WANTAO | CHONGSHING | SATURDAY, 26th Dec., 4 P.M. |
| SHANGHAI | FOOSHING | SATURDAY, 26th Dec., 4 P.M. |
| SGAPORE, PENANG & CALCUTTA | LAISANG | TUESDAY, 29th Dec., Noon. |
| MANILA | LUONGSANG | THURSDAY, 31st Dec., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | FOOKSANG | MONDAY, 11th Jan., Noon. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kuisang*, *Namsang* and *Pookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 22nd December, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS—SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|--|------------|-------------------|
| AMOI, MANILA, CEBU & ILOILO | "BUNGKANG" | 24th Dec., 4 P.M. |
| MANILA | "TEAN" | 29th " 3 P.M. |
| MANILA | "TAMING" | 5th Jan., " |
| MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS | "CHANGSHA" | 29th " 4 P.M. |

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 22nd December, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For | Sailing Dates |
|-----------|------|-----------|--------|-------------------------------|
| RUBI | 2540 | Almond | MANILA | SATURDAY, 26th Dec., at Noon. |
| CAIRO | 2540 | R. Rodger | " | SATURDAY, 2nd Jan., at Noon. |

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 22nd December, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."
Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from Hongkong for BOMBAY, &c., on SATURDAY, the 26th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Marmora*, due in London on 6th February, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th December, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAIYANG."

Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 23rd instant, at 12 o'clock Noon.

For Freight or Passage, apply to

DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 21st December, 1908.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK AND BOSTON VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

"INDRAWADI."

Captain Williams, will be despatched as above on TUESDAY, 5th January.

For Freight, apply to

JARDINE, MATHESON & CO., LD.,
Agents (India Line, Ltd.).

Hongkong, 12th December, 1908.

THE BANK LINE LIMITED.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada; and also

for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA

VICTORIA, B.C., SEATTLE & TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain To Sail

Inveric 4,780 Boyd Jan. 14

Bovier 4,445 Mathie Feb. 11

Gwerc 6,432 Shotton Mar. 11

These steamers are specially fitted for the

carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 17th December, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ..Capt. H. W. WALKER.

"KWONG SAI" ..Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are fitted throughout by Electricity, Electric Fans,

in First Class Cabins.

Passage Fare—Single Journey 14.

Meals 1.25, each.

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHI ON S.S. CO., LD.,
No. 2, Queen's Road West,
Hongkong, 22nd Dec., 1908.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK Only:

S.S. "SIKH" 26th Dec.

FOR BOSTON & NEW YORK:

S.S. "MUNCASTER CASTLE" 19th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th December, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APOAR."

Capt. A. Stewart, will be despatched for the

above Ports on MONDAY, the 23rd Dec.,

at Noon.

This Steamer has Superior Accommodation

for Passengers, and is installed throughout

with Electric Light and carries a duly certified

Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 18th December, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland

Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above

on THURSDAY, the 7th January, 1909, at

Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

M.E.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st December, 1908.

Intimations.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGGEE (TASTLESS) FORM.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when

the human mind is constantly being enlarged by

the discovery of new and powerful remedies, and

the knowledge of the human body is being

enlarged by the discovery of new and powerful

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the human body is being enlarged by the

HONGKONG AVERAGE MARKET

PRICES.

Corrected 18th December, 1908, per 5 Max.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 18

" Corned—Ham Ngai Yuk 18

" Roast—Shiu 18

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | RESERVE | AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV. | CLOSING QUOTATIONS. |
|---|-------------------|----------|----------|--|------------------------|--|---|-----------------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 129,000 | \$125 | \$125 | \$1,500,000 \$14,000,000 \$15,500,000 | \$2,005,774 | Interim of £2 for first half year @ ex 1/97 = \$21.042 | 5 1/2 % | \$34 1/2 sellers London 28 1/2 |
| National Bank of China, Limited | 99,925 | £7 | £6 | £4,000 \$150,000 | \$10,323 | \$2 (London 3/6) for 1903 | ... | \$50 |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | none | \$14 for 1907 | 7 1/2 % | \$195 |
| North China Insurance Company, Limited | 10,000 | £15 | £3 | Tls. 150,000 Tls. 300,747 Tls. 115,277 \$3,000,000 | Tls. 166,512 | Final of 7/6 making 15/- for 1907 | 5 1/2 % | Tls. 105 |
| Union Insurance Society of Canton, Limited | 18,400 | \$250 | \$100 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | \$2,506,011 | Final of \$15 making \$45 for 1906 and interim of \$30 for 1907 | 5 1/2 % | \$840 sellers |
| Yantai Insurance Association, Limited | 18,000 | \$100 | \$60 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | \$591,705 | \$12 and bonus \$3 for 1906 | 9 % | \$165 buyers |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited | 0,000 | \$100 | \$30 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | \$372,422 | \$6 and bonus \$2 for 1906 | 7 1/2 % | \$107 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | \$428,027 | \$27 for 1906 | 8 % | \$325 |
| SHIPPING. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$9,000 \$264,638 \$273,638 | \$1,035 | \$1 for 1906 | ... | \$14 |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$9,000 \$264,638 \$273,638 | Nil. | \$2 1/2 for year ending 30.6.1908 | 7 1/2 % | \$33 buyers |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$250,000 \$289,500 \$81,766 \$17,655 Tls. 18,000 Tls. 42,470 Tls. 7,000 Tls. 8,000 Tls. 12,000 | \$17,735 | \$1 1/2 for first half year ending 30.6.08 | 8 1/2 % | \$202 sellers |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | £5 | £5 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | £13,755 | 6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.154 | 5 1/2 % | \$37 \$17 |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | Tls. 75,000 Tls. 720,000 Tls. 795,000 | Tls. 14,510 | Interim of Tls. 12 for account 1908 | 7 1/2 % | Tls. 48 sellers |
| "Shell" Transport and Trading Company, Limited | 3,000,000 | £1 | £1 | \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | £63,827 | Final of 1/- making 3/- for 1907 and in- terim of 1/- (No. 10) for a/c 1908 | 6 1/2 % | Tls. 57 buyers |
| * Star Ferry Company, Limited | 10,000 | \$10 | \$5 | \$47,221 Tls. 18,000 Tls. 42,470 Tls. 7,000 Tls. 8,000 Tls. 12,000 | \$98 | \$1.00 for year ending 30.6.1908 \$0.50 for year ending 30.6.1908 | 4 1/2 % 3 1/2 % | \$24 \$15 |
| Taku Tug and Lighter Company Limited | 30,000 | Tls. 50 | Tls. 50 | Tls. 7,000 Tls. 7,000 Tls. 8,000 Tls. 12,000 | Tls. 6,869 | Final of Tls. 2 1/2 making Tls. 5 for 1907 | 11 % | Tls. 45 |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$32,538 \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | Dr. \$279,871 | \$8 for year ending 31.12.06 | ... | \$112 1/2 |
| Luen Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$32,538 \$1,500,000 \$125,757 \$111,990 \$125,000 Tls. 150,000 Tls. 300,747 Tls. 115,277 | Dr. \$135,132 | \$3 for 1897 | ... | \$50 sellers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 9,473 | Tls. 3 1/2 for year ending 31.8.07 | ... | Tls. 8 1/2 buyers |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | £17,500 £13,289 £4,873 | £11,556 | Final of 1/6 (coupon No. 11) for year end- ing 29.2.08 | 7 % | Tls. 17 1/2 buyers |
| Rio Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | £17,500 £13,289 £4,873 | Dr. £4,191 | No. 12 of 1/- = 48 cts | ... | \$9 |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Fenwick (Gen.) & Co., Limited | 18,000 | \$25 | \$25 | \$53,601 Tls. 10,000 \$26,806 \$40,000 \$76,197 \$300,000 Tls. 1,000,000 | \$3,726 | \$1.75 for year ending 31.12.06 | ... | \$12 |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$50 | \$50 | \$10,000 \$26,806 \$40,000 \$76,197 \$300,000 Tls. 1,000,000 | \$8,556 | Final of \$1 1/2 making \$3 1/2 for 1907 | 8 1/2 % | \$42 buyers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$10,000 \$26,806 \$40,000 \$76,197 \$300,000 Tls. 1,000,000 | \$58,847 | Interim of \$4 for account 1903 | 8 1/2 % | \$91 sellers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 1,000,000 Tls. 697,357 Tls. 75,000 Tls. 125,000 | Tls. 23,742 | Final of Tls. 3 1/2 making in all Tls. 5 for year ending 30.4.08 | 7 % | Tls. 7 1/2 buyers |
| Shanghai and Hongkew Wharf Company, Limited | 36,000 | Tls. 100 | Tls. 100 | Tls. 697,357 Tls. 75,000 Tls. 125,000 | Tls. 22,526 | Interim of Tls. 4 for account 1908 | 6 % | Tls. 135 sales |
| LANDS, HOTELS & BUILDINGS. | | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 25,000 Tls. 30,000 \$1,000,000 \$1, | | | | |